

Amendment  
U.S. Appl. No.: **10/544,209**  
Attorney Docket No. **052731**

### **AMENDMENTS TO THE SPECIFICATION**

Please add or amend the following paragraphs:

Page 1, line 4, please add:

BACKGROUND ART

Page 1, line 22, please add:

SUMMARY OF THE INVENTION

Page 2, line 21 to page 3, line 3, please amend:

The piloting device makes it possible to determine the slope on which the vehicle is moving by calculating the difference between the value of the longitudinal deceleration of the vehicle provided by the sensor of longitudinal deceleration and the value of the longitudinal deceleration calculated from the sensor of the rotation speed of a wheel of the vehicle to determine a longitudinal deceleration shift value  $\gamma_{longislope}$  and by calculating the slope according to the formula:

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Page 4, line 14, please amend:

N is the number of tops by ~~revolutions~~ revolution of the sensors, and

Page 5, lines 18:

#### BRIEF DESCRIPTION OF THE DRAWINGS

Page 6, line 20:

#### DETAILED DESCRIPTION OF PARTICULAR EMBODIMENTS

Page 11, lines 1-10, please amend:

The global effectiveness of the braking of the vehicle is determined very simply by the deceleration of the vehicle for a given braking pressure; it is thus determined when the driver brakes in a completely transparent manner and, as a consequence, transmitted to the piloting device 15. This global effectiveness of the braking can be re-initialized to a value that is voluntarily high, corresponding to critical braking situations in connection with a low friction coefficient of the brake pads caused, for example, by a high degree of wear thereof or by an abnormally high temperature of the brakes and such a re-initialization can be performed at the time

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of an evolution of the mass of the vehicle which, for example, translates into the presence of a trailer attached at the rear of the vehicle or of a charge fixed to the roof of the vehicle and detected when the engine of the vehicle is started.